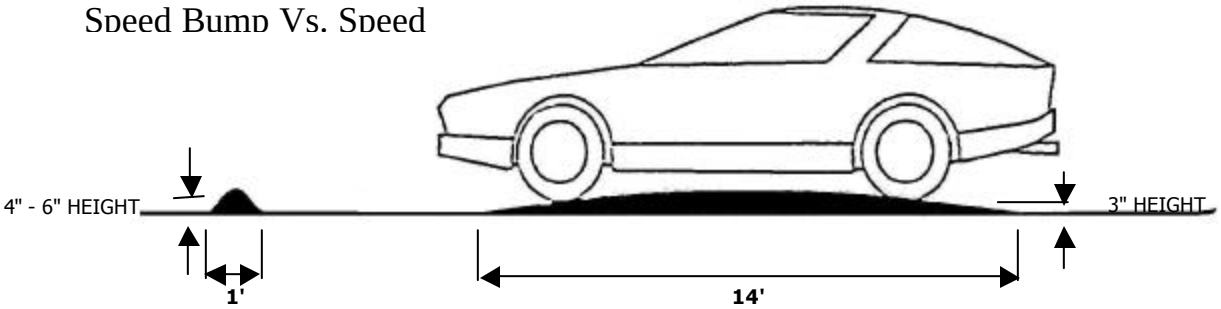
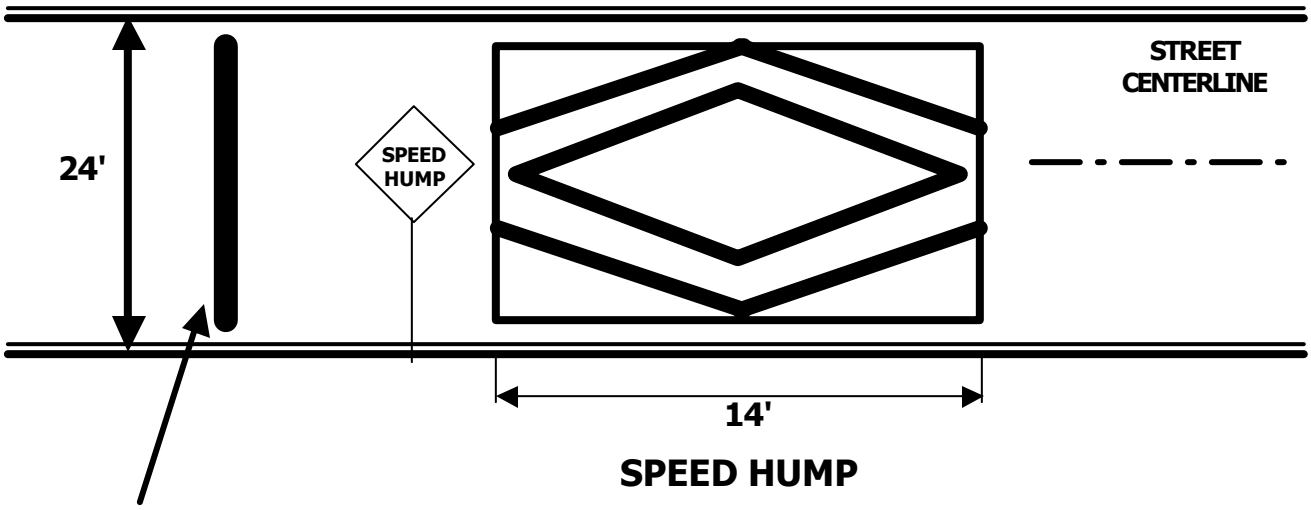
City of Troy
Speed Hump

Speed Bump Vs. Speed



SPEED BUMP **SPEED HUMP**



SPEED HUMP

SPEED BUMP
(Parking Lots etc.)

SPEED HUMPS

Speed Humps are physical devices used to slow traffic on residential streets. These are considered for installation as a part of Phase 3 of the Neighborhood Traffic Harmonization Program (NTHP) after it is established that the Education and Enforcement phases of the program have failed to reduce speeds on the street(s). The cost to install physical traffic control devices will be borne by the neighborhood, shared by way of the City's Special Assessment District procedures.

Speed humps are asphalt mounds constructed on streets and spaced 300 to 600 feet apart. On residential streets where speeds of 25 mph are desired, speed humps are 14 feet wide and ramp up to a height of 3 inches. Humps shall only be used on streets classified 'local' with no more than two travel lanes, reducing the possibility of vehicles passing near the installation.

PURPOSE

Speed humps are intended to reduce vehicle speeds. Fourteen-foot speed humps are very effective at encouraging 25 mph vehicle speeds. Traffic volumes typically decrease slightly after speed humps are constructed

ADVANTAGES

- Effectively reduce vehicle speeds
- Do not require parking removal
- Pose no restrictions for bicycles
- Do not affect intersection operations

DISADVANTAGES

- Can increase traffic noise from braking and acceleration of vehicles, particularly buses and trucks, in the vicinity of the installation.
- Like other vehicles, emergency response vehicles also must cross a speed hump at reduced speeds. The speed hump design selected for any street takes into consideration whether it is used as a primary response route. The Troy Fire Department will review all speed humps proposed on primary response routes. It has been reported that speed humps increase emergency response times, especially fire trucks and ambulances transporting patients.
- Can cause traffic to shift to parallel neighborhood streets.

COST

Asphalt speed humps cost approximately **$2,500** each. (includes signs and pavement markings)

OTHER CONSIDERATIONS

A series of humps has been found to be more effective than single installation, and their effectiveness diminishes 200 to 300 feet either side of them. Therefore, in order to obtain speed control results, the devices should be placed between 300 and 600 feet apart

Speed humps are not constructed on grades greater than 8%. If possible, devices should be located on tangent rather than curve roadway sections. They shall not be placed within severe horizontal or vertical curves. Generally, devices should be avoided within horizontal curves of less than 300 feet centerline radius